

CHRISTMAS ON GASOLINE ROW



MOTOR CAR COSSIP

HUPMOBILE SHOWS IMPROVEMENTS NEW PACKARD AHEAD OF THE TIMES;

A demonstrator of the latest Packard model, the "38" for 1913, has arrived in Honolulu and is attracting much attention at the salesroom of the von Hamm-Young Company.

"The new car, with its left drive, electric self-starter and numerous exclusive features is actually a season in advance," said Mr. E. E. Bodge, of the von Hamm-Young Company. "The Packard Motor Car Company's engineering department never has designed new models simply for the sake of turning out something different from a previous car, and the '38' marks a positive forward step in motor car construction.

"In this car the electric self-starter is developed to the point of positive efficiency. The installation of a positive self-starter is the final and conclusive reason for the left drive, which is much more convenient than the right drive. It is no longer necessary for passengers to walk around the end of the car in a muddy or crowded street to reach the front seat, they step directly into the car from the curb.

"A high tension dual ignition entirely separate from the starting and lighting system insures complete efficiency.

"Driving facility reaches a new standard of convenience in the smaller six cylinder Packard. The left drive and self-starter are supplemented by the new Packard control board, attached to the steering column directly beneath the wheel. Starting, lighting, ignition and carburetor controls are centered on this compact key-board. They are right under the driver's fingers and do away with reaching for buttons and switches on the dash.

"We expected big things of the new car, but in case of riding, as well as in convenience of operation it is a revelation."

New Hup a Beauty.

The von Hamm-Young Co. also received on the last steamer one of the new Hupmobile "32" roadsters. This car is a little beauty. It comes fully equipped and ready for the road with every necessary for driving comfort. Among the new features of the "32" equipment are the mohair top with envelope, Prestolite tank, Jiffy curtains, and rear shock absorbers. The trimmings are black and nickel.

It has never been the policy of the Hup Motor Car Co. to make seasonable models. For instance, the 20 h. p. runabout has withstood the test of popular taste for four seasons without important changes except of course for the regiments and im-

provements that have been added to make it a better car.

Since the New York show of January 1912, when they first brought out the radical advance in body design and engine construction known as the "32" longstroke motor, they have worked assiduously to bring this model to perfection in every small detail, and they are well satisfied to stand on their reputation with these perfected "32" models and the improvements and refinements that a season's experience has enabled them to accomplish. The Hupmobile stands in a class by itself—it is absolutely without a rival in design or specifications among motor cars selling under \$1000.

Distinctive in design, with grace and strength of line, Hupmobiles are

distinguished in sight from the common herd of cars.

They show kinship with the most expensive cars built, in their unique style, quality of material, approved principles of engineering—in everything except wheelbase and excess luxury.

Many Improvements.

By their popular design they are enabled to get their cars closer to the ground than any other car that does not use the underslung device. The advantage of this construction is a minimum of side sway and wind resistance; it also diminishes the possibilities of skidding and makes it almost impossible for the car to turn over, and, in addition, it helps the extraordinary pulling power of the long-stroke motor.

With the long-stroke motor itself they have obtained greater pulling power, easy acceleration and remarkable flexibility on high or low throttle.

The conveniences of center control with both front doors accessible, the oil gauge, the gasoline tank compactly arranged under the shroud, with

its two-gallon reserve tank, the arrangement of throttle and spark adjustment on the dash leaving the steering wheel free, are conveniences you will readily appreciate.

This car must be seen to be appreciated, and it would be well worth anyone's time to call in at the salesroom of the von Hamm-Young Co. and see this wonderful little car.

In the recent road race at Visalia, Cal., held on Thanksgiving day, a Hupmobile "32" stock touring car, driven by Ernest Johnson, won the second place in the 100-mile race on a 3-mile course. Time, 2 hours, 19 minutes, 54.1-5 seconds, defeating a large field, including Chalmers "36", Pullman, Nyberg, Ford Racer, Chalmers "30", Regal, Everitt, R. C. H. Racer, Warren-Detroit and Flanders. It was beaten only six minutes and ten seconds by Mercer, Santa Monica racer.

This was a stock car, with the standard gearing, 3.6 to 1. It made the thirty-three laps without stop for water, gas or oil. It was the coolest and most consistent car in the race.

NEW STUDEBAKER SHOWS SEVERAL IMPROVEMENTS

Just as the experts were lamenting the lack of striking novelty in the new equipment of motor cars, along came the Studebaker Corporation with a feature so absolutely good that every one is wondering why it has not been in use for years.

The innovation is a seating arrangement which will accommodate six adult passengers instead of the conventional five, and present the rakish, graceful appearance heretofore attained only in the high power four-passenger type. The new Studebaker body is narrow, graceful, and long, and avoids the high flaring back so common in the five passenger touring car.

Another Studebaker novelty is an electrical self-cranking and lighting device declared to be a marvel of power, simplicity and compactness. This device connects with the motor by means of a silent chain. When the car is running the electric apparatus stores up current. The cranking operation is governed by a cable attached to a handle on the steering post. With this cable held taut the electric motor cranks the car indefinitely, for a half hour if necessary, at a speed of 80 revolutions per minute.

The Studebaker line this year comprising the "35" and "25" four cylinder type, and the Studebaker "6" will fill every possible want, and should be capable of developing wonderful power at an unusually small outlay for supplies.

The first shipment of these Studebaker cars will arrive shortly at the Schuman Carriage Company, local agents, and many of them have already been spoken for.

Sales have been going along steadily and as usual the Ford being the leader. Deliveries were made during the past week to: John Flemming, Honolulu; A. W. Kinney, Wailua; William Kruse, Kauai; and J. Q. Baptist, Wailuku. Maui, Haddock & Co., also have taken a Ford touring car for use on one of their plantations. Lieut. Humbert, of Ft. Ruger, has taken delivery of an "E. M. F." touring car, and Dr. Benz of a "R. C. H." Runabout.

NEW AMERICAN 'SCOUT' CAR IS ENVY OF EVERY MOTORIST NOW

George C. Beckley Strikes the Popular Fancy with Handsome 1913 Models

George C. Beckley, sole distributor for the American car, has added new laurels to his records as an up-to-date auto man and one who can gauge in advance what the motoring public wants and who gets it right away.

The new "Scout" car in which Mr. Beckley has been seen, around the streets lately has been the envy of all the local lovers of high-class machines. Its combination of beauty and easy running qualities is such that both the layman and the professional in the auto world instantly are captivated by the attraction of the "Scout" and consequently this car should be a popular feature in the islands.

Just now Mr. Beckley is paying especial attention to the Christmas season and is making his appeal on the basis that the gift of a car is easily the most popular that can be imagined.

The "American" in War.

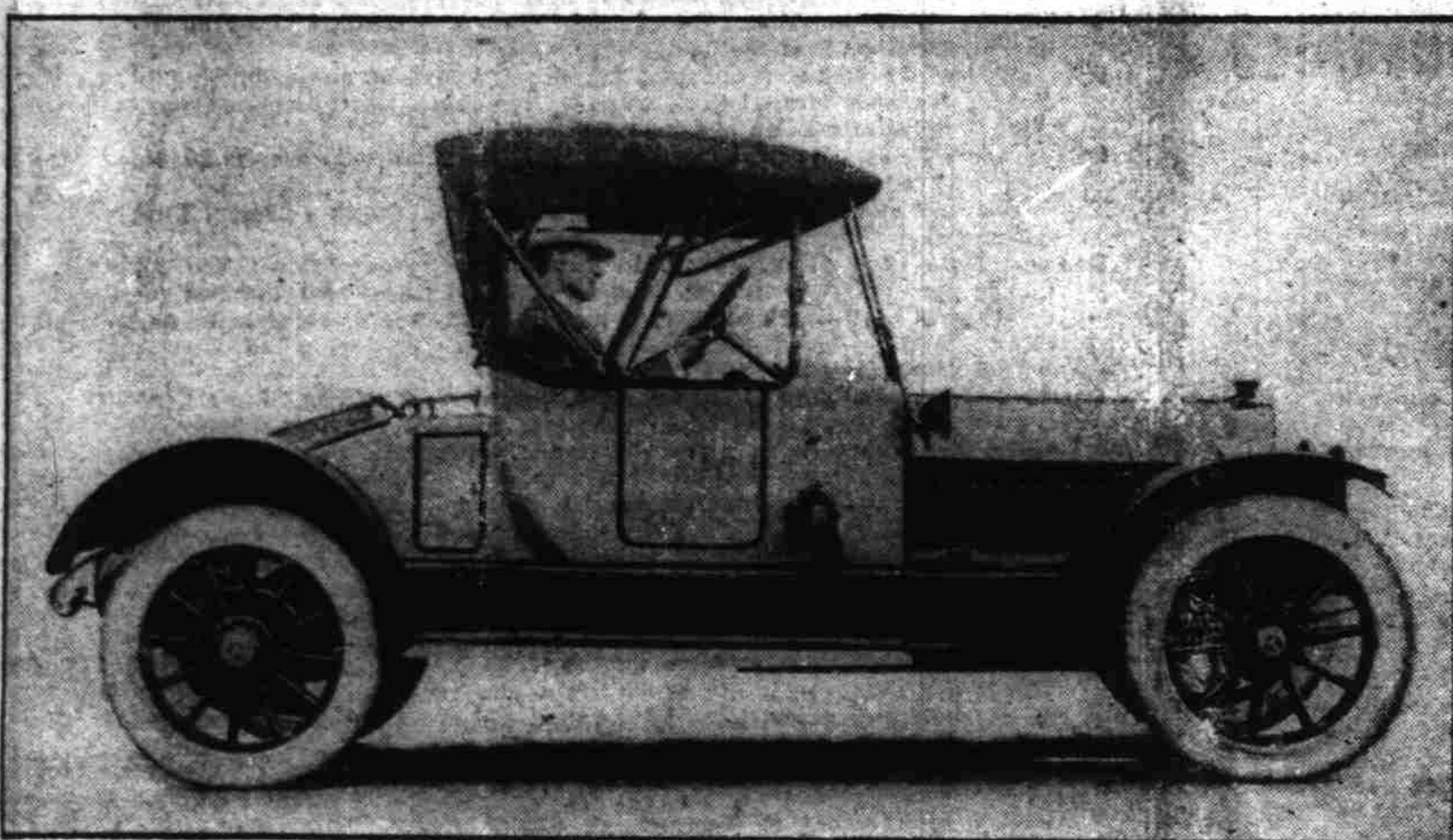
During the recent maneuvers of the militia in and around New York a great deal of publicity was given motor trucks for the part they played in transporting men and supplies from place to place over the field of action. Little was said of the use of pleasure cars for officers and aides-de-camp.

That the automobile has a definite place as the transportation medium for the executives in charge of military maneuvers was proven in those in California last August, when the armies of "Reds" and "Blues" attempted to break down the defense of the Pacific seaboard. An "American Traveler" Type 56, owned by Capt. F. A. Marriott, quartermaster of the 5th California Infantry, was the car which proved this point. It was the only one allowed within the fighting zone, and so great was its value that it was decided during the next year's maneuvers to have several cars at the disposal of the various officers.

In at least two instances the car was of vital service. In transporting men accidentally injured in the business of the war game to hospitals. In one case a private's foot was crushed while he was helping build a temporary bridge, and to reach him the car was driven across a soft wheat-field and through a prune orchard. It was decided by officers that a horse-drawn vehicle could scarcely have reached the man, and it would have been necessary to carry him a great distance had it not been for the "American Traveler."

Thirteen men were carried on the car at this time, and through the speed of the car were able to reach a commanding position and pour a destructive fire into the ranks of the "enemy." This, too, it is said, would have been impossible without the use of the automobile.

FRANK HOWES ANNOUNCES NEW HUDSON MODEL; CAR ANSWERS DEMANDS FOR ROOMY AND FAST ROADSTER



NEW HUDSON MODEL "37," WHICH HAS CREATED FURORE AMONG THE AUTOISTS OF HONOLULU.
Frank E. Howes, the local automobile dealer today announced a new model of the New Hudson "37." It is a beautiful roadster of symmetrical lines and very roomy for two persons.

The car answers this season's exceptional demand for big roomy roadsters and reflects statistics recently promulgated by New England motoring authorities in which it was shown that the size of the average touring party last summer had dwindled to three persons. Five persons was the average touring party of two years ago.

The new model is electric self-

cranking and electrically lighted. It is built upon the New Hudson "37" chassis. Its long sloping lines from the windshield down to the hood and from the back seat rest down to the rear gasoline tank, give it distinctiveness that local motorists admire.

The New Hudson roadster is a product of the artists in body design under the engineering staff of the Hudson Motor Car Company.

Mr. Howes describes the new car today:

"One of its strong features is the large compartment for carrying baggage. The sloping back of the car encloses a compartment into which can be packed more baggage than in

a steamer trunk. The side door of the compartment will admit a good-sized suitcase.

"Evidencing the size of the compartment is the news of a unique purchase of this car the other day by a man who had not seen one. He bought the car for use on his hunting trips and his decision to own it was made on the fact that the size of the baggage compartment was sufficient to allow him to carry two hunting dogs in it.

"The car is beautifully finished and is a masterpiece of the body-builders' art. It is a light car, hence tire wear and fuel consumption is naturally small."

PACKARD CARS AND POLITICS

Will the motor car industry be affected to any great extent by the result of the recent election? An expression on this point was requested of H. B. Joy, President of the Packard Motor Car Company, which has an investment of twenty millions in the manufacture of motor vehicles.

"You ask for my comments on the election results and in what way they may be expected to affect the business of the country," said Mr. Joy. "It is difficult to be a prophet. The historical record of half a century is a better prophet than I can be.

"In all the past history of the country, as is of course well known, when free trade or tendencies to free trade trade crept into our legislation and lowered or destroyed the protective tariff principles in force, it has always seriously affected the commerce and industry of the United States.

"Conditions today are peculiar. Business generally was never better than it is today. You might think one of the best guides would be the sale of commercial vehicles by such a Company as the Packard. If so, during the month of October the sales of commercial vehicles have been nearly 50 per cent greater than in any month in our history, and this, immediately before election when it was practically a foregone conclusion that the next Congress would be democratic.

"With regard to our business in motor cars—that is the carriages in distinction from trucks—our sales for this time of year are today the greatest in our history, as this season. We have upwards of 500 unfilled orders to customers on the books of the Company. That does not mean to dealers, but sold directly to users.

"The general business of the country according to all information that

Packard "38" is Here It Compels Attention

The latest advance in motor car engineering is being shown in Honolulu. Exclusive features of far reaching import are embodied in the smaller six-cylinder Packard

With a positive electric self-starter, left drive reaches for the first time its adequate development. A new device—distinctively Packard—places all controls on the steering column. This means complete mastery of the car from the driver's seat

Electric lighting and a separate high tension magneto ignition

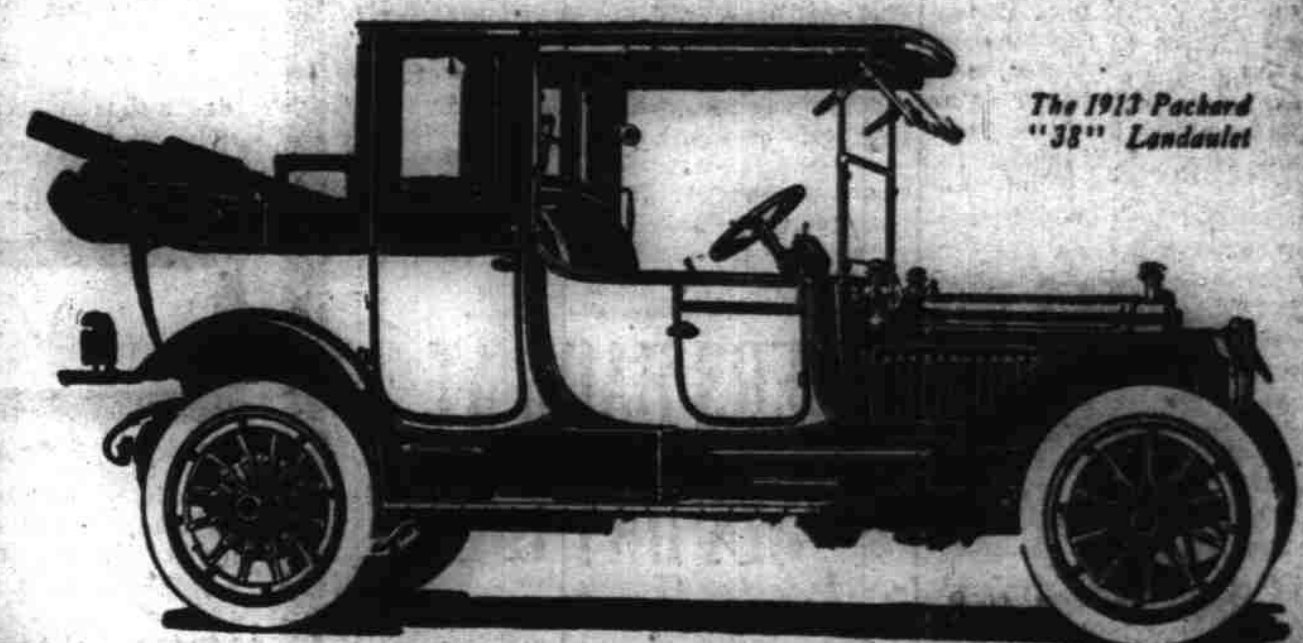
The sum of these improvements is to be found only in the Packard "38." In the essentials of convenience and comfort, this car is the criterion of the present and an assured standard for the next two years

The Packard "38" Line

Touring Car, five passengers.....	\$4150	Landulet.....	\$5300
Phaeton, five passengers.....	4150	Imperial Limousine.....	5400
Phaeton, four passengers.....	4150	Brougham.....	5200
Runabout.....	4050	Coupe.....	4500
Limousine.....	5200	Imperial Coupe.....	4900

Requests for demonstrations are being booked

The Von Hamm-Young Company, Ltd.
King and Bishop Streets



The 1913 Packard "38" Landulet

AUTO NOTES

The work of motorizing the municipal department of Providence, R. I., has progressed so far that a municipal garage has been established.

Machine tools will be featured at the coming national automobile show. New York, special emphasis being laid on commercial vehicle week, when the intense crowding of pleasure car week has passed.

During the past two seasons the gray colors—automobile gray, French gray, battleship gray—have become exceedingly popular, and very properly so, for, above everything else, they have proved durable. The gray color, whatever its particular designation, is an easy keeper. It is neutral in effect, shows usage and dirt less than almost any other color, and looks well. There is one thing, however, to be guarded against in connection with the use of this family of pigments, namely: a tendency to streak out and disclose a glimmer of some one or more of the pigments entering into the composition of the gray. Only recently the writer had his attention called to a case of this streaking. It appears that a gray made up from a white lead base, this base being saturated with ultramarine blue and lamp-black, developed dark streaks.

When an engine has been lying unused for some time rust will often come to me, was never better; never apparently in a more round condition nor ever before of a greater volume. "This condition prevailing today, with a certainty of a coming democratic administration, is, I state, peculiar and absolutely not in accord with similar records in the past. "We are writing new history."

accumulate in the cylinder jackets, and, being heavy, it falls to the bottom, collecting any other particles with it and forming into a solid mass, thus preventing the cooling element from getting to the lower portion of the exterior walls. Some, and even experienced users, recommend softening agencies that do not easily dissolve absolutely, but the writer strongly deprecates the introduction of any substance that does not form a saturated solution. There is nothing better or cheaper than common washing soda, which has the advantage that it can be obtained at any village store. It is best to dissolve the soda in warm water before pouring it into the radiator, otherwise the crystals drop to the bottom, and it may be some time before a proper solution is obtained.

British tendencies for the 1913 season, as brought out at the Olympian show, illustrate the fact that design has become more standardized during the past year than ever before. Almost without exception refinements are minor in detail. A close study of the trend shows that with very few exceptions the makers are confining their efforts to one or two models. Refinements in materials and workmanship have brought the motors up to a high state of economy. Lighter materials are used for the piston and connecting-rods in some of the cheaper models. The use of two and three-ring pistons has increased. Passing back to the chassis features it will be seen that the cone clutch is gaining in popularity, torque members are fitted with better connections, several makers have abandoned worm drive for the carefully made bevel drive. Worm and sector steering holds its supremacy, while front-wheel brakes are on the decline, although one prominent firm has interconnected the front and rear brakes.

Flooding the carburetor and prim-

ing are common means of starting in cold weather, as it is also the shutting of the air passage, allowing the full suction of the motor to fall upon the spray nozzle. These should not fall with a motor that has been running well up to that time. When a cold and stiff motor, however, even priming will fail at times and the other methods produce no effect whatever. In such instances five drops of ether to each cylinder of the motor have been found efficacious by many physicians and others who know of this method. Another trick that has been tried with success is the placing of about a tablespoonful of carbide in a small tin having a friction top. A hole is then cut through the cover and the cover placed on the tin. Through the hole in the cover is run a small rubber tube or a piece of hose into the air intake of the carburetor. Through another opening in the tin is poured a half glass of water. After waiting for about a half minute the motor is cranked.

To soften a leather cone clutch, castor oil or kerosene oil is a good thing to use, says William H. Stewart, Jr., President of the Stewart Automobile Academy. The leather should first be cleaned and the glazed surface scraped; then castor oil or kerosene oil applied and allowed to penetrate the leather overnight. On the metal-to-metal clutches, oil and graphite must be used and treated in the same manner.

At a well attended meeting held a few days ago the Brooklyn Motor Vehicle Dealers' Association decided definitely to hold its third annual automobile show in the spacious Twenty-third Regiment Armory, in Brooklyn, during the week of Feb. 22 to March 1. Careful consideration was taken in selecting the dates so that they would not conflict with shows held in other cities. The forth-

(Continued on Page 18)